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SECRET
SECURITY INFORMATION

REPORT

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COUNTRY Czechoslovakia

DATE DISTR. 31 Jul 53

SUBJECT Bratislava-Ivanka Airfield

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DATE OF INFORMATION

THIS IS UNEVALUATED INFORMATION

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1. The Bratislava Airfield 4810N-1712E [redacted] also known as Ivanka, was located about seven kilometers northeast of the center of Bratislava, 4809N-1707E, and situated about 300 - 500 m. east of the highway, [redacted] and about 250 m. west of the Maly Dunaj River, [redacted]. Rectangular in shape, it measured about 2,000 m. north-south and 1,600 m. east-west and was 132 m. above sea level. The airfield surface was level, grassy, and soft with artificial drainage. The surface was under constant improvement, however, especially with regard to hardening the soft ground. Weather was favorable for all-year-round flying. Obstructions to approach included a 20 m. high chimney about 2,000 m. west of the airfield with the Carpathian mountains and coniferous trees about 10 - 12 km. beyond, a dead arm of the Danube River with a fill about five meters high about 250 m. southeast of runway, [redacted], plus all kinds of mobile machinery used in improving the airfield's surface, which were located about the airfield. Each building had a red obstruction light on top of roof.

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2. Bratislava-Ivanka was a civilian airfield run by the Czechoslovak Airlines. The director of Bratislava-Ivanka was (fnu) KETIAN [redacted]

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USAF review completed.

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25 YEAR RE-REVIEW

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[redacted]

The Airfield employed about 150 civilians; most of the personnel were anti-Communists but pretended to be Communists in order to keep their jobs. All personnel, including both air and ground crews, wore dark blue uniforms.

3. Flying activity was mostly civilian although [redacted] five or six MIG-15's on the airfield for about one month making experimental flights. This was in September or October 1952. [redacted] 25X1

[redacted] Jet aircraft on this Airfield since then. DC-3's landed and took off daily from the Airfield according to schedule. One IL-12 flew at night from Prague to Bratislava. About ten AE-45's were parked in the hangars. 25X1

4. [redacted] 25X1

Fuel was delivered to the airfield by trucks from Bratislava. Aircraft were refuelled directly from the trucks by means of motor driven pumps. Water hydrants were scattered all over the airfield. There was no hospital but the airfield did have a mobile first aid station. Electricity, installed in all the buildings, was supplied by the Bratislava power plant. 25X1

[redacted] in bad weather electricity all over the airfield was disconnected and mobile power units tried in vain to generate electricity. These power units worked very badly and the whole airfield was sometimes without lights for 10 or 15 minutes at a time. Once when the electric power was turned off and the mobile units were unable to generate electricity [redacted] 25X1

[redacted] disconnecting the power on the airfield in bad weather was due to installing new wiring in buildings under construction. There were no training schools attached to the airfield.

5. Facilities for major repairs were not available on the airfield - minor repairs were done in hangars and in the open - since the airfield was only transitory; that is, practically every aircraft, enroute from Prague to an airfield in Slovakia, stopped there for refuelling. 25X1

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